



Transportation Update

September 2002

Air Quality Lawsuit May Impact Transportation Projects

The 2001 federal Transportation Improvement Program (TIP) will expire on October 5, 2002 and the approval of the 2003 TIP is delayed due to a court ordered stay. This will likely have an impact on some transportation projects in Alameda County, although the extent of the impact is unclear at this time. CMA staff is reviewing each project in the federal funding program to determine whether the project will be affected. Questions about specific projects should be addressed to the Programming & Projects section at the CMA.

CMA Completes Congestion Monitoring in Alameda County

The CMA has completed its 2002 Level of Service Monitoring. All State highways and key arterials are surveyed to identify congestion levels. These data are used in the CMA's annual review of conformance with the congestion management program (see below). In addition, these data together with Caltrans' congestion monitoring data will provide background for the CMA's annual report on the state of transportation in Alameda County. Copies of the 2002 LOS Monitoring report are available at the CMA offices.

Deadline for Conformance with Congestion Management Program Nears

Annually the CMA monitors conformance with the provisions of the adopted Congestion Management Program, including the land use, congestion monitoring and transportation demand management elements. After analyzing the results of the 2002 LOS Monitoring

Report, no new deficiency plans will be required. Of the fifteen local jurisdictions required to comply with the CMP, nine have met all requirements at this time. The remaining jurisdictions have a few issues to clear up and have until November to complete all requirements.

Transportation Development Act Revenues Lagging

TDA provides funding for transit, paratransit and bicycle projects from a dedicated 1/4¢ of the State sales tax. MTC reports that TDA revenue is lagging expectations. 2001-02 revenues in Alameda County were 8.7% below expectations and 2002-03 revenues are also now expected to fall short of expectations. Further details can be obtained from MTC.

CMA Receives Federal Grant for Study of FAIR Lanes and Dynamic Ridersharing

The Federal Highway Administration has approved a grant to the CMA for a study of FAIR Lanes in the I-580/I-680 corridors and to implement Dynamic Ridersharing as a demonstration project in the Tri-Valley. The FAIR Lanes study will look at ways to provide equity for low-income travelers when high occupancy toll lanes are deployed. The dynamic ridersharing pilot will test real-time ride matching. For further details contact the CMA offices.

Water Transit Authority Releases Draft Plan

Staff of the Authority presented its draft Implementation & Operations Plan for expanded ferry service in the Bay Area to the CMA Board in September. The Plan and the environmental document are the

subjects of a series of public hearings. A public hearing will be held in Oakland on October 3, 2002 at the MTC Auditorium. Other hearings are being held around the Bay Area. The WTA will accept written comments through October 31, 2002.

Legislation

Measure AA Measure AA is a special \$24 per year parcel tax to help sustain AC Transit service for a five-year period from July 1, 2003 to June 30, 2008. Measure AA will generate about \$7.5 million per year. The measure requires a two-thirds majority vote. The money is earmarked for the operation and maintenance of bus service within Special Transit Service District One. This area covers East Bay communities west of the hills, including Hayward, San Leandro, Oakland, Alameda, Berkeley, Piedmont, Emeryville, Albany, El Cerrito, Richmond, San Pablo, and unincorporated areas in western Alameda and Contra Costa counties, but excludes Fremont and Newark. The CMA Board supports Measure AA.

Measure BB On July 25, 2002, the BART Board of Directors placed a \$1.050 billion General Obligation Bond issue on the November 5, 2002 ballot in Alameda, Contra Costa and San Francisco Counties to fund its seismic retrofit program. The measure requires a two-thirds aggregate majority vote in the three BART counties. The bonds would be repaid by a property tax assessment over approximately 40-years. The CMA supports Measure BB.

Proposition 51 Proposition 51, which will appear on the November 2002 ballot, would dedicate for transportation related purposes 30% of the sales tax on the lease and sale of new and used motor vehicles that currently goes to the State General Fund. The measure would allot 48% of the revenue to passenger rail and bus transit, 25% to traffic congestion and safety, 15% to environmental improvements, 8% to school bus purchase and replacement, and 4% to bicycle and

pedestrian projects. The Legislative Analyst's Office estimates the impact on the General Fund to be about \$420 million in 2002-03, \$910 million in 2003-04, and increasing amounts annually thereafter, depending on the increase in the sale and lease of motor vehicles. The CMA Board opposes Proposition 51.

Upcoming Meetings

<i>October</i>	<i>1</i>	<i>CMA Technical Advisory Committee</i>
	<i>14</i>	<i>CMA Administration & Legislation Committee</i>
	<i>14</i>	<i>CMA Plans & Programs Committee</i>
	<i>21</i>	<i>Altamont Commuter Express (ACE) Board</i>
	<i>24</i>	<i>CMA Board Meeting</i>
<i>November</i>	<i>5</i>	<i>CMA Technical Advisory Committee</i>
	<i>6/7</i>	<i>CTC (Modesto)</i>
	<i>12</i>	<i>CMA Administration & Legislation Committee</i>
	<i>12</i>	<i>CMA Plans & Programs Committee</i>
	<i>14</i>	<i>San Pablo Avenue Policy Advisory Committee</i>
	<i>18</i>	<i>Altamont Commuter Express (ACE) Board</i>
	<i>19</i>	<i>I-580 Policy Advisory Committee</i>
	<i>tbd</i>	<i>I-680 Policy Advisory Committee</i>
	<i>21</i>	<i>CMA Board Meeting</i>

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